# BROWN WILL OPPOSE GOEBEL

The Lexington Convention Names Him for Governor.

A REMARKABLE GATHERING.

Only Nine Counties in the State Were Unrepresented-Louisville Candidates Declared Not the Party Nominees.

LEXINGTON, KY., Aug. 16.-Pron every county but nine of the 119 compose ing the State, one of the most reverka met to day in accordance of the State Contral Anti-Goobel Committee for headed by William Goebel. Ove 2000 were in their seats in the con

puriy; demand the enactment of

ion, Theodore Hallam, of Kenton, contated John Young Brown for Gov-tor, and the nomination was made by

THE WHOLE TICKET. diourned fill 8 P. M., when

Guerrant, of Jessamine, superit

### POWER OF THE HUMAN BODY.

A Celebrated Anatomist Talks Interestingly on the Subject.

Ian, know thyself," is an old maxim ally disregarded for there is not one per-ton in a thousand who knows what a queer combination of things exists in

each holding is galloos. Thus it can be seen that the oxygen represents many times the bulk of the body liself.

While the hydrogen is much Pighter than the oxygen it is much more bulky, enough being contained in each 150 pound man to inflate a balloon large and strong enough to life himself, bulloon and tackle included. Of nitrogen there is also enough to make twenty times the bulk of the bulky but the other enuses are

also enough to make twenty times the bulk of the body but the other gares are represented in smaller amounts. Of the solids carbon is one of the most important substances, there being enough in a man's body to fill a sack of 21 1-2 pounds, or, in other words, enough to reaks saty five aross of lead pencils. Carbon is the mainsuring of animal life. no arms, legs, skull or teeth, but should be a soft mass, compoled to crawl about like the worms and live on some pap-like foods. The substances of which the harman body is composed play such a prominent part that it is difficult to single out any one and say that it is the most important but it muss be admitted that portant, but it must be admitted that the one pound and a half of phosphorus is an essential as the 105 pounds of cay-ses. Small as this amount of phosphor-

portant, but it must be admitted that the one pound and a half of phosphorus is an essential as the 105 pounds of oxygen. Small as this amount of phosphorus is an essential as the box pounds of oxygen, and in a man weighing one of oxygen, and in a man weighing of characters are constructed the stream.

A Born Diplomat.

A Born Diplomation of the same and St. Sc foot tons for the 12-inch guns of the Lowa and St. Sc foot tons for the 12-inch guns of the Alabama. The substict of the Sc 666 fo

IF YOU HAVE

# Leaky Roofs or Damp Wall

I Can Repair Them With a Very Small Cost.

For references, N. W. Bowe, S. H. Hawes, Atlantic Coast line and

1424 East Main Street.

simple water, this being enough to fill a ker holding a L2 gallons. This water has a large number of uses but the in the body the more vigorous is the life, without it nothing could be done.

Iron is another substance that has an important part to play for without it

and in a thousand who knows what a queer combination of things exists in the homan body. Years ago a witty physiologist said that the greatest man on earth was nothing more than so much white of exe alive and in this observation he came very near to striking the mark, for everything that is required to construct the perfect man of 150 pounds weight is contained in 1,200 eggs. If we only knew how to do it we could take the contents of these eggs and from them make a perfect man. But even this assertion, astonishing as it may be, its only a general statement of the case, as always carrying a load that would break the backs of seventy houses. Strange as always carrying a load that would break the backs of seventy houses. Strange as always carrying a load that would break the backs of seventy houses. Strange as always carrying a load that would break the backs of seventy houses. Strange as

calcium, phosphorus fron sulphin, solding ium, potassium silicon, and magnesium. In some people traces of other substances such as copper, aluminum, manganese, lead, mercury, arsenic and lithium may be found but in such cases the unusual substances may be regarded as trespassers.

The amount of oxygen that is contained in a human body is something produce the coal, and this leads up to one of the most interesting of the examples. The normal capacity of the lungs is 250 cubic inches, residual air occupying 100 inches, complemental air lee inches, and 30 liches are tidal air. The average man breathes from fifteen to savenieur times a minute. By doing support on his chest a clock of from weighing nearly 4,000 pounds, while the amount of air used by the inspirations and expirations would be sufficient to fill a balloon of \$50 cubic feet capacity. HEART A POWERFUL, ENGINE.

lungs, and the amount of energy it de-velops is simply assounding. During the twenty-four hours this vital engine pro-duces energy aggregating 126 foot tons, or, in other words, hower sufficient to raise 2000 pounds one foot from the earth and it requires but a little culen-lation to show that during the day this little pump of nerves and muscles does the work of eight cart horses. A simi-jar amount of energy excited at once

ERWIN MARKS, M. D.

# **NEW NAVY OF THE** UNITED STATES

ome Surprising Facts and Figures Based on Official Reports.

FORTY-EIGHT NEW VESSELS.

Will Be Contained in the Naval Register-All Are Now in Course of Construction or the Work will be Undertaken Very Shortly.

tage of the knowledge that it obtained by his experience in actual warfare. Lord Brassey in his review of the late unpleas-United States needed was more good snips to have an ideal navy for no question could be raised as to the ability of the men engaged in her sea service.

The officers of the Spanish navy had been taught to look upon their duties as chiefly of a social character. They smoked their cigarettes, drank their wine ican navy was the only natural result of their lack of training.

He explained that the Kearsarge advanced ninety-two per cent. to. Is completion, the Kentucky 99 per ,, and the Illinois 88 per cent. The

float in any navy in the world; six-

teen are torpedo boat destroyers, with an average speed of twenty-nine knots; eighteen are torpedo boats; one is a sister cruiser to the New Orleans, and four are heavy harbor defense monitors.

To the experienced naval man all this is very encouraging except in one particular for almost without exception there is a feeling of regret at the fact that we are to have four more ships of the obis a feeling of regret at the fact that we are to have four more ships of the obsolete and thoroughly discredited type known as the monitor. These ships which are to be known as the Connecticut, the Florida, the Arkansas, and the Wyoming are nothing but monitors. At the time when naval constructors were feeling their way towards the realization of their ideal battle vessel this type might have been regarded as modern.

To-day they are valuable only as curlosities and the four vessels that are now being constructed were ordered by Congress, sitting upon its own judgment, and

gress, sitting upon its own judgment, and in defiance of the opinions and advice of the men who had made sea fighting of the men who had made sea agating their life study. The worst feature of the monitor is that they roll so quickly that accurate shooting with their guns is an impossibility. After the engagement at San Juan they were condemned by Admiral Sampson in his report to the Secretary of the Navy and there is not a manal official of the modern school who will not admit that their guns are out of sight in the trough of the waves more than half the time.

The greatest indications of the advance-

ment that has been made in the con-struction of fighting ships may be seen in the Maine, the Ohlo and the Missouri In these remarkably fine vessels the con-structors will take advantage of the ex-perience obtained during the late war and some of the good features that have here-tofore been restricted to foreign warships

are war vessels building for foreign pow-ers that will show 18 or more knots, whereas our new vessels cannot exceed whereas our new vesses cannot exceed the knots. In the Maine and her elster ships, however, this defect will be obviated and they too, will be able to steam at the rate of 18 knots. To accomplish this it has been necessary to give them an increased length of 20 feet, in order to make room for the more tow.

show the high velocity at the muzzle of 3-500 feet per second, the same velocity being called for in the 5-inch rapid-fire guns. The muzzle energy of the 12-inch gun will be 5.000 foot tons, as

At Mr. Phoch's residence the hour of

Why go humping around with a ENGLAND GETS

OJOHNSON'S
POSTIVELY BURNANTEED PILL

The best Ridner preparation on earth, and a 10-CENT BOX contains nearly as much, athers sell for st cents. If your drugglest with soft supply you, send us five a cent stamps and ret a box by mail

The Johnson Laboratories, Inc., Phila. WM. P. POYTHRESS & CO., W. H. SCOTT, R. E. SHINE.

are building ships for the navy of this country. Of these two are on the Pacific and the other twelve are scattered along

cruiser Albany is alone of foreign build, and this is due to the fact that she was and this is due to the tact that she was purchased on the stocks from Brazil jus-prior to the breaking out of the war. A that time it was quite necessary that we should have the Amazonas, to preven

lieve that the oraft, which

come a power upon the seas instead of ing religated to the secondary post-n that she has occupied for so long tion that she has occupied for so long. With the present naval programme completed we shall be close behind Russia i total displacement and fighting efficient and will have jumped shead of Germany notwithstanding the activity in maritim affairs recently developed by the Kaiser who in one year has doubted the new sonnel of his service, raising the num

sex-lighting service of men and we would be able to hold our own any power in the world.

The Reg'lar Army Man,

He sin't no "pretty soldier boy," So lovely, spick and span; He wears a crust of tan and dus The reg'lar army man. The marchin', parchin',

No state'll call him "noble son," et let a row start anyhow

Reg'lar army man When he goes off to war: He gets no speech or prayerful "preach" From mayor or governor

He packs his little knapsack up
And trots off with the van
To start the fight and start it right. Colt or Gatiin'

He makes no fus about the job, He don't talk big or brave; He knows he's in to fight and win Or help fill up a grave. He aln't no "mamma's darling," but And he's the chap that wins the scrap, The reg'lar army man The dandy, handy,

-Fishkill Tiems.

#### "HALF-PAST HENRIETTA." How a Brooklyn Man Marks the Hou .

on His Watch.

A most unique timeplece is the watch worn by Henry Bloch, provision merchant of Brooklyn. Mr. Bloch is the prend father of twelve children, eight girls and four boys. The twelve hours on the dial are indicated by the photographs of the twelve boys and girls. Thus the miniature likeness of the eldest son, Gabriel, serves as a substitute for the hour of 1; at 2 o'clock the hands point toward the picture of the next eldest child. Freda, a handsome yourse woman; the Roman numeral III has given way to the even features of the 22-year-old. on His Watch. to the even features of the 23-year-old scion of the Bloch family. Simon, and the other nine hours are denoted in rota-

ships, however, this defect will be obvisted and they too, will be able to steam at the rate of 18 knots. To accomplish this it has been necessary to give them an increased length of 29 feet, in order to make room for the more rowerful machinery required.

The other innovation, which practically doubles her value as a fighting ship, is the introduction of smokeless powder and other improvements in rapid-firing ordnance. The 12-inch guns that will be used will be of great length and will show the high velocity at the muzile of 3-to the country of the count

Boers' Delay Makes the Situation Look Mote Serious.

EMERGENCY FORCE NOW READY.

Fast Steamers Waiting Orders for Transportation of Twenty Thousand Men - Transvaal Will Reject

LONDON, August 16 .- The Transvaul ituation is unchanged, according to all batainable official information, but the continued delay of the Boer answer to is to the effect upon the Uillanders of the proposed franchise reform measure takes matters look more serio parations for an emergency force of 20,000

ire waiting orders.
It is said that the Grenadier Guards now at Gibraitar, and the Twenty-first Lancers, now in Egypt, may be sent to South Africa in addition to the other regiments which have already been or-

dered there.

OFF FOR AFRICA Lieutenant General Sir Frederick Walk-er, who relieves General Sir Francis But-ier as commander of the British troops a South Africa, started to-day for the

The Pretoria correspondent of the Times save: "The ultimate adoption to Sir Affred Milner's proposals is considered." ered certain. STORIES DENIED.

mitted by the end of this week,

Eastern Peach Crop Light.

#### TOMATOES A LA CREOLE.

Mammy Tells How They Were Dished Up in Antebellum Days. "Yes'um. Y'use got to get terma

matterses. No, yo' down shell um. Yo matterses. No, yo doan shell um. Yo' wash, or 'en in koarse, an' yo' curs 'en flatwise in two. Den yo' takes a fry pan an' yo' heaves in a big tablespoon of sweet but-tab, an' when dur buttah is a singin' an' a sizzlin' in goes yer sliced termatter-ses. Yer aprinkles them termaticress with a sizam in goes yer siliced termatterses. Yer sprinkles them termatterses with sait and peper—dis yere norf is mighty backward 'hout pepper—and yer puts in a teaspoonful of sugar. Yes'um, I says sugar, mighty piain. Yo' jets them sheet fermatterses cook ten minutes and yo' tries 'em, wid squeedgin' 'em wid a spoon. 'Now, yer has ready a skillet and a pint of sweet cream. Yo' chops up two sprigs of passley, fine, fine. Yo show me a cook that doan mines her passley fice and I jet switches her outen dis yere kitchen. Yo' puts yo' passley in the cream an' the buttah an' tue juice of yer termatterses from de pan, and yer cooks yer cream for ten minutes until it was thick. Yer don't do num'n' yit wid your termatterses. But when yo' cream am cooked then yer gits a dish and yet makes dat dish hot—hot. Then you rang, es yer termatterses wid elegance in that expectashun

"And dat's the way befo' de wah gen-ree! (persons in de sout want dere ter-matterees cooked."—Chicago Chronicle.

One on New York, "That was a crazy thing for those three wise men of Gotham to go to sea in a bowl."

bowl."
"Oh! I don't know. They were wise enough to want to get out of Gotham."Boston Transcript.

OLD DOMINION STEAMSHIP COM-DAILY SERVICE.

Steamers leave Norfolk, Vo., DAILY at 7:30 f. M. Passengers leave Richmond via C. and O. rallroad 2:45 p. M., or R. and P. raliroad, M. and W. route, 9 A. M. daily, connecting with steamers at 5 p. M. Additional steamer freight and stearage passengers) leaves Richmond for Norfolk Wednesday and Friday at 5 p. M. Additional steamer freight and stearage passengers) leaves Richmond for Norfolk Wednesday and Friday at 5 p. M. connecting with main line steamer for New York.

FROM NEW YORK passengers can heave DAILY, except Sunday, 3 p. M. (Saturday 4 p. M.) for Richmond via Gap Point or Norfolk.

Direct steamer, via James river, leaves every Saturday, 4 p. M. (passengers and freight).

Teachet for Richmond by steamers via

every Saturday,
freight for Richmond by steamers via
Freight for Richmond by steamers via
Norfolk Mondays, Wednesdays and Fri.
days 3 P. M. Saturday 4 P. M. Sailings
from rompany's plor 20 North river.
For full information apply to
JOHN F. MAYER, Agent,
1212 east Main street,
Richmond, Va.
H. B. Walker, Traffic Manager; J. J.
Brown, General Passenger Agent, Gen. Frieght received daily till 5 P. M.
Frieght received daily till 5 P. M.
Fare on passenger steamers, including
neasis and berth, \$1.00.
For further information apply to
J. W. McCARRICK,
Gen. Southern Agent; office, Rocketis,
W. P. CLYDE & CO.

RAILROADS

(No. 37) carrying through sleepers between New York and Nashville, New York and New York and New York and New York and New Orleans, with connections for all points in Texas Mexico and California.

12:01 P. M., No. 7, solid train daily for Charlotte, N. C. connects at Moseley with Farmville and Powhatan rallroad. At Reyswille for Clarks-

TRAINS ARRIVE AT RICHMOND.

8:40 A. M., From Keysville and local

LOCAL PREIGHT TRAINS.

YORK RIVER LING via W ET POINT,
THE FAVORITE ROUTE NORTH.
LEAVES RICEMOND.
4:30 P. M., No. B. belimore Limited,
daily except Sundays for West Point
and intermediate stations, making
close connection at West Point with
steamers for Ratimore.

Trains arrive Richmond from Lynchard and the West daily at 815 A. M. and 816 P. M., from Norfolk and the East at 11:05 A. M. and VETIBULED LIMITED 822 P. M. Office: 825 Main street,

Office: 825 Main street,

Limited 825 Main street,

Office: 825 Main street,

Office: 826 Main

Richmond, Fredericksburg and

Potomac Railroad. SCHEDULE IN EFFECT MAY 31, 1899.

LEAVE BYRD STREET STATION.

2:33 A. M. Dally for Washington and points North Stops only at Militarian Fredericksburg. Pullman steepers to New York.

ARRIVE BYRD-STREET STATION.

ACCOMMODATION TRAINS.

PHILADELPHIA, RICH-MOND AND NORFOLK STEAMSHIP

Appointed sailing days: Every TUES-DAY, FRIDAY, and SUNDAY at day.

Nos. 61 and 52, between Manchester and Neapolis.

mixed, Leave from Virgini

West Point and lons, connecting ester Manor for

Point daily except arriving Baltimore gr. returning, leave I daily except Sun-count 7:30 and Rich-

### RAILEGADS. **CD** SOUTHERN

SCHEDULE EFFECTIVE MAY 16, 1899.
TRAINS LEAVE RICHMOND, VA.
11:00 P. M., No. 11, Southern Express, daily for Atlanta, Augusta, Jackson-ville, and points South. Sleeper for Danville, Greensboro, Sallsbury, and Charlotte, open at Richmond 2:20 P. M. Stops for passengers at local stations. Connects at Danville and Charlotte with New York and Florida Express (No. 23, carrying through sleepers between New York and Tamps, with connections for all Florida points. Also, connects at SCHEDULE EFFECTIVE JULY 31, 1809. TRAINS LEAVE RICHMOND-BYRD.

STREET STATION. 9:00 A. M. Daily, arrives Petersburg 9:31 A. M., Norfolk II:27 A. M. Stops only at Petersburg, Waverly and Suffolk, Va.

chester, Brewry's Bluff, Centralia and Chester on signal.

3:35 P. M. Daily, local, arrives Petersburg 4:15 P. M. Makes all stops.

5:30 P. M. Daily, arrives Petersburg 6:30 P. M. Makes local stops R. and P. railroad.

7:30 P. M. Daily, arrives Petersburg 8.04 P. M. Connects with N. and W. for Norfolk and Intermediate points. Emporia 9:10 (connects with A. and D. for stations between Emporia and Lawrenceville). Weldon 9:12 P. M. Fayetteville 1:07 A. M., Charleston 6:02 A. M., Savannah 8:06 A. M., Jacksonville 1:00 P. M., Port Tampa 2:45 P. M.

NEW LINE TO MIDDLE GEOR.
GIA POINTS-Arriving Alken 7:28
A. M. Augusta 8:10 A. M., Macon 11 A. M., Atlanta 12:15 P. M., Pullman Sleepers New York to Wilmington, Charleston, Jacksonville, Alken, Angusta and Macon 9:00 P. M. Dally, arrives Petersburg 9:25 P. M., Weldon II:20 P. M. Makes Donal stops between Petersburg 9:25 A. M., Roanoke, Va., 4:30 A. M., Bristol, Va., 10:66 A. M., connects at Emporta for Danville, Va., arriving 6:35 A. M. Pullman Sleeper Richmand 10:45 P. M. Dally, Arrives Petersburg 10:45 P. M. Dally, Arrives Petersburg 11:50 A. M.

TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.

TRAINS ARRIVE RICHMOND.

3:23 A. M. Daily, from Jacksonville, Savanah, Charleston, Atlanta, Macon, Augusta and all points South.

8:15 A. M. Daily except Sutday, Atlanta, Athens anad Raleigh, Henderson, Lynchburg and the West.

8:27 A. M. Daily, Felersburg local.

8:20 A. M. Bunday only From Arlanta, Athens, Raleigh, and Henderson, Lynchburg and the West.

11:25 A. M. Daily, Norfolk, Saffolk and Petersburg.

except Sunday. Prom Stops at Chester, Cen-ery's Bluff and Man-

on signal, ally Norfolk, Suffolk, Wav-Jacksonville, Savan-in Wilmington, Golds-sints South. Petersburg. Lynch-P. M. Datty Burg and West T. M. EMERSON.

J. R. KENLY. T. M. EMIGRSON,
General Manager,
H. M. EMERSON,
General Phasenger Agent,
Division Passenger Agent.



TRAINS LEAVE RICHMOND. BROAD-STREET STATION.

STREET STATION.

I. RICHMOND AN NORFOLK
TIBULE LIMITED. Arrive at
olk 11-25 A. M. Stops only at
ersburg. Waverly and Suffolk
od-class fickets not accepted on

5:30 P. M. 10:30 P and Gordonsville to Cincinnati and Louisville. Meals served on dising ear. Consects at Stantisn (except Sunday) for Winchester, Va., and at Covington. Va., daily for Virginia. Hot Springs. TRAINS LEAVE FORTH-STREET

TRAINS LEAVE RIGHTH-STREET
STATION.

19:29 A. M. with Parior car, daily, for
Lynchburg, Lexington, Va., and
Clitton Forge, Conneuls, except Sunday, with Buckingham New Castio
and Alberene branches, and at Clitton
Forge with No. 1 for Chelmati,
5:09 P. M. Monday, Wednesday and Friday to Alberene, Tuesday, Thursday and Saturday to Manteo,
TRAINS ARRIVE AT RICHMOND,
BROAD-STREET STATION.

8:00 A. M. except Sunday, from Deswell,

BROAD-STREET STATION.

3:09 A. M. except Sanday, from Deswell.

10:19 A. M. Daily, from Cincinnati.

10:19 A. M. Daily, from Norfolk and Old Point.

3:09 P. M. Daily, from Cincinnati and Louisville.

6:09 P. M. Daily, from Norfolk and Old Point.

7:45 P. M. except Sunday, with Parlor car from Ronceverie.

TRAINS ARRIVE EIGHTH-STREET STATION.

5:40 A. M. Monday, Weinsenday, and Ed.

STATION.

Statio

# S. A. L.

SCHEDULE IN EFFECT MAY 8, 1898, LEAVES BYRD STREET STATION.

9:05 A. M. Daily

and Fredericksburg, Pallman sleepers to New York.

8:20 A. M. Sunday only, for Washington
and points North. Stops at Elba,
Gien Ashen, Ashland, Tayloraville,
Doswell Ruther Och, Pensu M.,
ford, Woodslane, Goinea, Summit,
Fredericksburg, Brooke and Widewater, Pattman car.

8:45 A. M. Dally, except Sunday, for
Washington and points North, Stops
at Elba, Glen Allen, Ashland, Taylorsyille, Doswell, Ruther Glen, Panola, Milford, Woodslane, Guinea,
Semmit, Fredericksburg, Brooke and
Widewater, Pullman car.

12:00 M. Daily, except Sunday, for Washington and points North, Stops at
Elba, Glen Alen, Ashland, Doswell,
Miford and Fredericksburg, Parior
Car. Connects with Congressional
Limited at Washington.

7:40 P. M. Daily, for Washington and
points North, Stops at Elba, Ashland, Doswell, Milford, Fredericksburg, Brooke and Wildewater, Stops
at, other stations Sundays, Sieeper
Richmond to New York, Sieeper
Washington to Philadecphia.

ARRIVE HYRD-STREET STATION. GOO P. M. .)

for Henderson (arrive Durham daily, except Sunday), Raieligh, Sanford, Southern Pines, Wilmington, Wadesboro, Monroe, Charlotte, Lincolnten, Shelby, Rutherfordton, Chester, Clinton, Greenwood, Abbeville, Elberton, Atheas, ATLANTA, Augusta, Macon, Montgomery, New Orleans, Pensacola, Jacksonville, Chattanooga, Nashville, Memphis, Texas, Mexico California and the West via Memphis or New Orleans. ARRIVE BYRD-STREET STATION.

8:49 A. M. Dally. Stops at Widewater.
Brooke. Fredericksburg, Milford.
Doswell, Ashland and Elba. Stops
at other stations Sundays. Sieeper
New York to Richmond.

2:57 P. M. Dally, except Sunday. Stops
at Fredericksburg, Milford, Doswell,
Ashland, Glen Allen and Elba. Parlor car from Washington.

7:10 P. M. Dally. Stops only at Fredericksburg. Doswell, Ashland and
Elba. Fullman cars from New York.

8:40 P. M. Dally. Stops at Widewater,
Brooke, Fredericksburg. Summit,
Guinea, Woodsiane, Milford, Penola,
Ruther Glen, Doswell Taylorsville,
Ashland, Glen Allen and Elba. Sleeping car.

ACCOMMODATION TRAINS.

Train leaving at 5:00 P. M. runs through solid to Atlanta without change of cars. Sleeper ready for occupancy at 8:40 P. M.

TRAINS ARRIVE RICHMOND. 8:15 A. M. Dally, except Sunday (Sunday 8:00 A. M.) 7:20 P. M. Dally, ACCOMMODATION TRAINS.

(Daily Except Sunday.)

7:12 A. M. Leaves Elba for Quantico.

4:50 P. M. Leaves Byed-Street Station for Fredericksburg.

6:20 P. M. Leaves Elba for Ashland.

8:25 A. M. Arrives Elba from Ashland.

8:25 A. M. Arrives Fiba from Ashland.

Fredericksburg.

6:36 P. M. Arrives Elba from Ashland.

W. P. TAYLOR.

Traffic Manager.

E. T. D. 2009.

For tickets, baggage checks, sleeping-car reservation, etc., apply to

H. M. BOYKIN, General Agent,
S5 east Main street.
E. ST. JOHN. Vice-President and General Manager.
V. E. McHEE. General Superintendent.
H. W. B. GLOVER, Traffic Manager.
General Passenger Agent.

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All Repairs Kept in Stock.

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